

DEPARTMENT OF PLANNING
STAFF REPORT

PLANNING COMMISSION PUBLIC HEARING

DATE OF HEARING: February 16, 2011

SPEX 2010-0016 – Moorefield Station Elementary School (ES-16)

DECISION DEADLINE: May 1, 2011

PROJECT PLANNER: Kate McConnell

PLANNING DIRECTOR: Julie Pastor

ELECTION DISTRICT: Dulles

EXECUTIVE SUMMARY

The Loudoun County School Board (LCSB) has submitted a Special Exception (SPEX) application to permit an elementary school, Moorefield Station Elementary (ES-16), in the PD-TRC (Planned Development – Transit Related Center) zoning district. The special exception area is approximately 19.4 acres of an 81.9-acre public use site proffered to the County in the rezoning of Moorefield Station (ZMAP 2001-0003). The property is not addressed and located south of Amberleigh Farm Drive, north of Clarendon Square, and west of the future Mooreview Parkway. The Vicinity Map on page 3 depicts the location.

The property is subject to the Revised 1993 Zoning Ordinance and the area is governed by the policies of the Revised General Plan (Suburban Policy Area (Ashburn Community)), which designates this area for Business uses, specifically transit oriented development (TOD), and the Toll Road Plan.

The proposed elementary school is identified as ES-16 in the Loudoun County Public Schools (LCPS) School Board Adopted FY 2011-2016 Capital Improvement Program (CIP). The proposed school is a two-story, 105,000 square foot facility with an 875 student capacity. Anticipated opening for ES-16 is the fall of 2013. The new elementary school will provide relief to the five elementary schools in the Dulles North LCPS Planning District, which are projected to exceed capacity by 1,350 students at the time the school is planned to open. The attendance area for the elementary school will be determined 12-18 months prior to the opening of the school.

RECOMMENDATION

Staff recommends approval of the application with conditions. A public school was listed as a potential use for the 81.9-acre public use site proffered as part of Moorefield

Station (ZMAP 2001-0003) and has been planned for this location since the rezoning. The special exception for the school use was not concurrently considered with the rezoning.

SUGGESTED MOTIONS

1. I move that the Planning Commission forward SPEX 2010-0016, Moorefield Station Elementary School (ES-16) to the Board of Supervisors with a recommendation of approval subject to the Conditions of Approval dated February 1, 2011 and with the Findings contained the February 23, 2011 Staff Report.

OR,

2. I move that the Planning Commission forward SPEX 2010-0016, Moorefield Station Elementary School (ES-16) to a subsequent worksession for further discussion.

OR,

3. I move that the Planning Commission forward SPEX 2010-0016, Moorefield Station Elementary School (ES-16) to the Board of Supervisors with a recommendation of denial based upon the following Findings:

VICINITY MAP



Directions:

From Leesburg to the northern access to the site (red/north star): Take the Dulles Greenway (Rt. 267) east to Exit 6. Turn right onto Mooreview Parkway. The project site is south of the temporary dead end of Mooreview Parkway at the intersection with Amberleigh Farm Drive.

From Leesburg to the southern access to the site (yellow/south star): Take the Dulles Greenway (Rt. 267) east to Exit 6. Continue straight through the first intersection onto Old Ryan Road. Turn right onto Windsor Locks Square. Turn right onto Clarendon Square and proceed to the dead end. The project site is north of Clarendon Square.

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I. APPLICATION INFORMATION

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REPRESENTATIVE: Loudoun County School Board
Dr. Sam Adamo, Executive Director and
Sara Howard-O'Brien, AICP, Land Management Supervisor
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PROPOSAL: A Special Exception to allow an elementary school in the PD-TRC Zoning Districts.

ADDRESS: Not yet addressed

LOCATION: South of Amberleigh Farm Drive, west of future Mooreview Parkway, and northwest of Old Ryan Road

TAX MAP/PIN #: Tax Map /92/C25/////4/ MCPI 120-17-0779-000

ZONING: PD-TRC

NON-RES. SQ. FT.: 105,000 sq ft elementary school

SURROUNDING ZONING/LAND USES:

NORTH	PDH-3	Residential
SOUTH	PD-TRC	Residential/Future Public Park
EAST	PD-TRC	Future Mooreview Parkway/natural area
WEST	PD-TRC/R-1	Future Public Park/Residential

ELECTION DISTRICT: Dulles

II. REFERRAL AGENCY COMMENT SUMMARY

TOPIC/ISSUE AREA	ISSUES EXAMINED AND STATUS
Comprehensive Plan	<ul style="list-style-type: none"> ○ Consistency with land use policies of the <u>Revised General Plan</u> (RGP) Status: No issue; Institutional/civic use consistent with planned land use designation (Suburban Policy Area, Business – Transit Supportive Area/Regional Office). ○ Non-residential uses to front arterial or collector roads. Civic or large buildings to terminate vistas. Status: No issue. ES-16 will front Mooreview Parkway, a major collector road, and be sited at the end of a cross street intersecting the parkway. ○ Public school sites to be located at focus of attendance area. Status: No Issue. School site is centrally located to serve the Suburban population. ○ Implement Green Infrastructure policies by redesigning the site to conserve old growth trees. Status: Resolved, LCPS redesigned the site to preserve most of the best trees. Condition recommended with commitments to preserve said trees (Condition 10). ○ The scale, design, and materials of non-residential buildings should blend visually and spatially with the neighboring uses. Status: Conditions recommended that address school design (Condition 12). ○ Buffer/screen/landscape school facilities and associated parking areas to reduce visual impact from residential uses to the north and west. Status: Existing fencerows along the north and west boundaries will be augmented with native plantings to meet the Zoning Ordinance Type II Buffer requirements. ○ Provide bicycle and pedestrian connections within project site and along public roads used to access site and safe crossing facilities at all intersections. Status: Conditions recommended regarding sidewalk/trail/crosswalk completion (Conditions 5.d. and 5.e.). ○ Reduce/mitigate light trespass of proposed school facility. Status: Resolved, Condition recommended addressing lighting fixtures used onsite (Condition 6). ○ Specify sustainable building design elements (efficiency). Status: No issue. LCPS standard to implement energy programs.
Environmental Review	<ul style="list-style-type: none"> ○ Conduct tree inventory and include as a sheet in the SPEX plan set. Status: Resolved, LCPS provided Tree Inventory and Condition Analysis. ○ Adjust school layout to maximize preservation of mature, healthy, specimen trees. Status: Resolved, LCPS revised the school layout to preserve the majority of the best trees on the site. Conditions are included to protect trees recommended for preservation (Condition 10) and to provide flexibility in the playing fields arrangement so that additional specimen trees might be preserved (Condition 12). ○ Recommendation to design stormwater management facility (SWM) as enhanced extended detention ponds. Status: Resolved. The SWM facility will be constructed as an enhanced detention facility by others as part of the Mooreview Parkway construction project. LCPS will construct the SWM in the same manner if not complete by the time of ES-16 construction. Condition recommended (Condition 8). ○ Revise plans with intermittent stream and current floodplain alteration limits. Status: Resolved, LCPS revised plans. ○ Dispose of debris/trash and oil containers in accordance with local and state requirements immediately. Status: Resolved, LCPS notified the current property owner of the recommendation.

Office of Transportation Services	<ul style="list-style-type: none"> o Consistency with <u>Revised Countywide Transportation Plan</u> (Revised CTP) policies. Status: Upon construction (by others) of planned transportation improvements, intersections in the vicinity of the school site will operate at a level of service D or better as recommended in the Revised CTP. o Warranted traffic signals along Mooreview Parkway shall be installed (by others) and operational at the time of occupancy. Status: Resolved, Condition recommended (Condition 5.c.). o One of the four (4) road network scenarios analyzed in the traffic study shall be in place at the time of occupancy. Status: Resolved, Condition recommended (Condition 5.a.). o Consistency with <u>Bicycle and Pedestrian Mobility Master Plan</u> (Bike/Ped Plan) policies. Status: Proposed trails and sidewalks provide connections with existing and future pedestrian networks and internal systems consistent with the Bike/Ped Plan. o Bicycle and pedestrian connections, crosswalks, and internal trails depicted on the SPEX plat shall be constructed at the time of occupancy. Status: Condition of approval recommended (Conditions 5.d. and 5.e.). o Identify the school walk zone, particularly in the area adjacent to Amberleigh. Status: Resolved, Applicant analyzed alternatives, but found that safety and topographical issues prevent a rear pedestrian connection. The Applicant provided a short cut to the front of the school from Amberleigh.
VDOT	<ul style="list-style-type: none"> o Ensure that all crossover spacing, turn lanes, and taper lengths on adjacent roads meet VDOT design standards. Status: Road construction to be completed by others following CPAP 2009-0005 approved in December 2010. o School access road entrance on Clarendon Square should be 225 feet from Mooreview Parkway to meet VDOT Access Management Corner Clearance requirements. Status: Resolved, LCPS shifted the access road west to meet the requirement.
Zoning	<ul style="list-style-type: none"> o Compliance with <u>Revised 1993 Zoning Ordinance</u> requirements. Status: Resolved through plat notations and revisions, as well as clarification of responsibilities of others.
Parks and Recreation	<ul style="list-style-type: none"> o Request continuation of the cooperative agreement for shared facilities use between LCPS and PRCS. Status: LCPS concurs and will continue the cooperative agreement.
Construction & Waste Management	<ul style="list-style-type: none"> o Depict trail along southern gas line to be consistent with Proffer VI.D of the ZMAP 2001-0003 Proffer Statement. Status: Resolved, Trail depicted.
Health Department	<ul style="list-style-type: none"> o Existing hand dug well is to be abandoned as noted in Proffer XI.H. of the ZMAP 2001-0003 Proffer Statement. Status: Resolved, LCPS acknowledges this proffer. Condition recommended that addresses well abandonment (Condition 3).
Emergency Services	<ul style="list-style-type: none"> o Availability of Emergency Services. Status: No issue.
Loudoun Water	<ul style="list-style-type: none"> o Do not cross gas mains with proposed water main. Status: Resolved, LCPS rerouted the water main west instead of south to avoid crossing gas mains. o Relocate PRCS Restrooms and Concession building so that water and sewer would not extend across existing gas main. Status: Buildings not on the special exception site and depicted for information purposes only. However, the proposed relocated water main extending into public use site now exceeds the maximum permitted dead-end water main length of 500-feet. This can be resolved with the Final Development Plan.

POLICY OR ORDINANCE SECTIONS SUBJECT TO APPLICATION	
<u>Revised General Plan</u>	
Chapter 3, Public Facilities, text	
Chapter 3, General Public Facilities, Policies 3, 4, 8	
Chapter 3, School Policies, Policies 4 and 5	
Chapter 5, Green Infrastructure Policies, Policies 1, 3, 5	
Chapter 5, Built Environment Policies, Policies 1, 2	
Chapter 5, Surface and Groundwater Resources, text, Policy 5	
Chapter 5, Forests, Trees, and Vegetation, text, Policies 1, 9	
Chapter 5, Lighting and Night Sky Policies, Policy 1	
Chapter 6, Land Use Pattern and Design Policies, Policies 1, 3, 5, 9,	
Chapter 6, Four Distinct Communities, text	
Chapter 6, Suburban Transportation Policies, Policy 3	
Chapter 6, Transit-Oriented Development (TOD) Policies, text, Policies 16, 17, 18, 19	
Chapter 11, Suburban Policy Area Design Guidelines, text	
Chapter 11, Light Industrial and Regional Office Design Guideline a., b.	
Glossary, Civic Uses, Institutional Uses, definition	
<u>Revised Countywide Transportation Plan (Revised CTP)</u>	
Chapter 2, County Road Network, Suburban Policy Area Roads	
Chapter 4, Bicycle and Pedestrian Policies, text, Policies 10, 18, 19, 20	
<u>Bicycle and Pedestrian Mobility Master Plan</u>	
Chapter 4, Land Development Policies, Policies 3, 5, 6, 7	
Chapter 4, School Access Policies, page 36, 37	
Chapter 4, Transportation Project Development Policies, Policy 2	
Chapter 4, Recommended Shared Use Facilities, Shared Use Pathways, text	
Chapter 4, Walkway and Sidewalk Policies, Policy 2	
Chapter 5, Baseline Connecting Roadways text, Policy 1	
<u>Revised 1993 Zoning Ordinance</u>	
Section 5-900: Road Setback Regulations	
Section 5-1400: Buffering and Screening Regulations	
Section 5-1504: Light and Glare Standards	
Section 4-1100: PD-TRC Zoning District	

III. FINDINGS

1. The proposed elementary school is consistent with the land use and design policies of the Revised General Plan (Suburban Policy Area, Ashburn Community) based on the following:
 - a. Institutional uses, such as public schools, are identified as appropriate uses within the Transit Supportive Area.

- b. The proposed school site is located central to several existing and approved developments (Amberleigh, Belle Terra, and Moorefield Station etc.) and positioned to serve existing and future Suburban populations.
 - c. The proposed school site will front a major collector road, Mooreview Parkway, at a terminating vista and planned trails connect the site with adjacent neighborhoods.
2. The special exception application incorporates tree conservation and sustainable building design into the site plan and proposes additional low impact development and water quality measures to preserve appropriate environmental resources on the subject property consistent with the Green Infrastructure policies of the RGP.
3. The proposed elementary school use is consistent with the policies of the Revised Countywide Transportation Plan (Revised CTP) policies based on the following:
 - a. Traffic levels generated by the special exception use will operate at a level of service consistent with the Revised CTP policies.
 - b. Pedestrian and bicycle trails connecting the school with the surrounding neighborhoods is consistent with Revised CTP policies.
4. The application is in accordance with the Revised 1993 Zoning Ordinance.

IV. SPEX CONDITIONS OF APPROVAL (February 1, 2011)

Staff recommends the following Conditions of Approval in accordance with the applicable land use policies of the Revised General Plan. The content of the Conditions has been agreed to by the Applicant; however, the language of the Conditions is under review by Zoning Administration and has not been reviewed by the County Attorney's office. Staff will provide a status report at the Planning Commission public hearing identifying what revisions, if any, have been made in consultation with the Applicant and County staff.

1. **Substantial Conformance** The elementary school shall be developed in substantial conformance with Sheets 2, 6, and 7 (together comprising and herein referred to as the "Special Exception Plat") of the plan set entitled Loudoun County School Board Elementary School (ES-16) Special Exception (SPEX 2010-0016) prepared by urban, ltd., dated July 12, 2010, revised through February 1, 2011 (the "Plans") and the Revised 1993 Loudoun County Zoning Ordinance (the "Zoning Ordinance"). Approval of this application for a 19.4 acre portion of Tax Map /92/C25/////4/ (PIN# 120-17-0779) (the "Property") shall not relieve the Applicant or the owners of the Property from the obligation to comply with and conform to any other Zoning Ordinance, Codified Ordinance, or applicable regulatory requirement.
2. **Uses Permitted** This Special Exception grants approval for a public elementary school use as defined by the Revised 1993 Loudoun County Zoning Ordinance, in the PD-TRC (Planned Development – Transit Related Center) Zoning District. The total square footage of the elementary school buildings, exclusive of accessory uses and recreational facilities, shall not exceed 105,000 square feet.

3. **Well Abandonment** To be in compliance with Proffer XI.H. of the ZMAP 2001-0003 Proffer Statement dated November 30, 2002, the hand dug well located within the Special Exception Area as identified on Sheet 4 of 8 (Existing Conditions Map) of the Plans shall be removed or filled in accordance with Department of Health guidelines prior to issuance of the first zoning permit for any use within 300 feet of the well.
4. **Public Utilities** Public utilities shall be utilized and provided to the Property prior to, or in conjunction with, the occupancy permit for the Property.
5. **Transportation Improvements** The following transportation improvements as depicted on Sheet 6 of the Special Exception Plat shall be open to vehicular, pedestrian, and/or bicycle traffic prior to, or in conjunction with, the issuance of the first occupancy permit for the Property, unless otherwise noted in these conditions.
 - a. The school will be accessible by vehicle by one of the following transportation routes as analyzed in the LCSB Moorefield Station Elementary School Traffic Impact Study dated July 12, 2010 and revised November 29, 2010.
 - i. **Mooreview Parkway** Mooreview Parkway shall be completed as a four-lane, median divided major collector roadway between Old Ryan Road and Clarendon Square.
 - ii. **Mooreview Parkway** Mooreview Parkway shall be completed as a four-lane, median divided roadway between Croson Lane and Clarendon Square and Three Forks Drive would be constructed as a one-way street in the westbound direction.
 - iii. **Mooreview Parkway** Mooreview Parkway shall be completed as a two-lane road between its existing terminus approximately 800 feet south of Croson Lane to the proposed Moorefield Station Elementary School driveway.
 - iv. **Mooreview Parkway** Mooreview Parkway shall be completed as a four-lane, median divided roadway between Croson Lane and Old Ryan Road.
 - b. **Internal Access Road** The internal access road and associated sidewalks/trails/crosswalks leading north from Clarendon Square to the school shall be completed.
 - c. **Traffic Signals** The warranted traffic signal at the Mooreview Parkway/Loudoun County Parkway intersection shall be installed (by others) and operational.
 - d. **External Trails/Sidewalks/Crosswalks:**
 - i. **Mooreview Parkway Regional Trail** The section of the Mooreview Parkway regional trail identified in Proffer VI.H. of the ZMAP 2001-0003 Proffer Statement dated November 30, 2002 from the northwest corner of the intersection of Mooreview Parkway with Three Forks Drive (school entrance) north to the trail terminus in Amberleigh as depicted on Sheet 4 of 8 (Existing Conditions Map) shall be completed prior to occupancy of Moorefield Station Elementary School (ES-16). Such trail shall be 10 feet

wide with 2 foot shoulders as proffered. In addition, a 5 foot wide sidewalk (consistent with the bus loop sidewalk) that connects the Mooreview Parkway regional trail with the northern end of the bus loop sidewalk shall be completed.

- ii. Subject to VDOT approval, pedestrian crossings as depicted on Sheet 6 of the Special Exception Plat.
- e. Internal Trails/Sidewalks/Crosswalks:
 - i. Internal Trails All trails and sidewalks internal to the school site as depicted on Sheet 6 of the Special Exception Plat.
 - ii. Pedestrian/Non-Motorized Vehicular Trail System The two (2) sections, including crosswalks, of the Pedestrian/Non-Motorized Vehicular Trail System as identified in Proffer VI.D. of the ZMAP 2001-0003 Proffer Statement dated November 30, 2002 connecting the regional trail on the west side of Mooreview Parkway with the sidewalk along the west side of the school access road.
- 6. **Lighting** Site lighting shall conform to Section 5-1500 of the Revised 1993 Loudoun County Zoning Ordinance and Sections 7.110 and 7.120 of the Facilities Standards Manual (FSM). The following standards shall also apply:
 - a. Light Fixtures Exterior building lighting and parking lot lighting shall be full cutoff and fully shielded and shall direct light downwards and into the interior of the Property and away from surrounding public roads and properties.
 - b. Exterior Building Lighting Exterior building lighting attached to the elementary school and accessory use buildings, including security lighting, shall not exceed a maximum average illumination of five (5) foot-candles at grade level unless otherwise required by law, ordinance, or regulation.
 - c. Parking Lot Lighting Parking lot lighting shall not exceed a maximum average illumination of two (2) foot-candles at grade level. Parking Lot Lighting shall be turned off within one hour following the end of evening activities, or by 11 p.m., whichever occurs first.
 - d. Height of Light Fixtures. The mounting height of any exterior light fixture shall not exceed 20 feet. Height shall be measured from the ground to the bottom of the light fixture.
- 7. **Architectural Design Elements.** The elementary school building design shall avoid the use of continuous plane building surfaces and wherever practical break up large building planes into smaller planes through the use of fenestration and façade articulation. The Applicant shall incorporate the following design elements:
 - a. Articulation Each elevation of the school building will have articulated wall surfaces to break up the mass of each façade.

- b. Fenestration A variety of openings (windows and doors) shall be provided in each elevation. Windows shall have muntins or similar treatments to create visual interest in the openings and building facades.
 - c. Building Accent Materials Pilasters, differentiated cornices, and a variety of brick colors arranged in a simple pattern shall be used on the school building to provide visual interest.
8. **Stormwater Management** Stormwater management facilities in the general locations depicted as "Proposed Location of SWM/BMP Facility" on Sheet 6 of the Special Exception Plat shall be constructed by others prior to, or in conjunction with the first occupancy permit for the Moorefield Station Elementary School (ES-16). If the SWM/BMP facilities are not completed by others, then the Applicant shall construct the facilities as enhanced extended detention facilities (dry pond with shallow marsh plantings) prior to, or in conjunction with issuance of the first occupancy permit for the Property. Where ponds are proposed, such ponds shall be maintained in accordance with the County's Stormwater Management Ordinance, currently set forth in Chapter 1096 of the Codified Ordinances of Loudoun County. Additional on-site LID measure(s) will be designed and implemented in accordance with applicable provisions of the FSM.
9. **Buffering/Screening/Landscaping** Planting enhancements shall be provided in the form of street trees along the ES-16 access road and bus loop, canopy trees in parking lot medians or islands, landscaping along the school site perimeter, and augmentation of the existing side and rear buffers (fence rows) as depicted on Sheet 7 of the Special Exception Plat.
10. **Tree Conservation** The Applicant shall work with the County Urban Forester at the time of site plan to maximize preservation of the mature trees in the west-central portion of the property, with the highest priority given to trees #180, #186, #187, #192 and #195 as identified on Sheet 8 of the Plans. The Applicant shall submit a tree care plan addressing preservation techniques at the time of site plan for review and approval by the County Urban Forester. Any proposed impervious trail shall not infringe on more than three (3) percent of the critical root zone of any one tree identified to be preserved on Sheet 8 of the Plans.
11. **Construction Traffic** The Applicant shall instruct the construction contractor to utilize Mooreview Parkway, and no internal neighborhood streets, to access the ES-16 construction site. If Mooreview Parkway is not complete and precludes access to the site at the time of construction, the Applicant shall determine with the contractor a route that minimizes the adverse effects of construction traffic on surrounding residential neighborhoods.
12. **Field Location** The location of the softball field, the small soccer field, and the walking track may be reconfigured at the time of site plan in an effort to preserve trees #160 and #161 as identified on Sheet 8 of the Plans.

V. PROJECT REVIEW

A. CONTEXT

Background

As part of the original Moorefield Station rezoning (ZMAP 2001-0003) approved in December 2002, an 81.9-acre public use site was identified on that Concept Development Plan (CDP) and proffered to the County.¹ A school, as well as recreational uses, was listed for a potential use on the public use site in the Proffer Statement and identified on the Concept Development Plan approved as part of ZCPA 2007-0004 (*Proffer Statement: ZMAP 2001-0003, November 30, 2002, p. 14-15*).² A Commission Permit is not necessary for this application because it is part of the proffer agreement. The special exception for the school was not concurrently considered with the rezoning.

The proposed Moorefield Station Elementary School (ES-16) is planned to open in 2013 under the LCSB Adopted 2011-2016 Capital Improvement Program (CIP). It was planned for a 2012 opening, but budget constraints caused the LCSB to delay the project. The new elementary school will provide relief to five elementary schools within the Dulles North and Briar Woods Cluster. Student population forecasts for these schools indicate that capacity will be exceeded by 1,350 students at the start of the 2013 school year. The capacity of Moorefield Elementary School will be 875 students. The attendance area for the elementary school will be determined approximately 12-18 months prior to opening of the school.

Location

The entire 81.9-acre public use site is located north of Clarendon Square; west of Old Ryan Road; south of the single family residential subdivision of Amberleigh; and east of the single family detached residential subdivision Belle Terre (Figure 1). Existing and future residential development to the south and east of the site are part of Moorefield Station. Amberleigh and Belle Terra are independent subdivisions. The portion of the property subject to the special exception is approximately 19.4 acres. It is central to the property and west of a future section of Mooreview Parkway.

Proposed Development

LCPS proposes a 105,000 square foot, two-story elementary school with a capacity for 875 students and playing fields. The playing fields will not be lighted and include a

¹ The original Moorefield Station approval included development of a mix of 6,000 residential units and 9.75 million square feet of non-residential space. Development density is phased with construction of transportation infrastructure, specifically car, bus, and rail. On March 3, 2009, the County approved ZCPA 2007-0004 and ZMOD 2007-0005 to permit non-density related changes to the CDP. Current development in Moorefield Station includes single and multifamily housing, as well as retail space, south of the public use site in the Transit-Supportive Area (Moorefield Station 2A).

² The Time of Dedication for the public use site is when requested by the County. The County requested the site on January 24, 2008. It has not been dedicated to the County.

softball field and a small soccer field surrounded by a 1/5 mile walking track.³ Additional site improvements include a bus loop, parking lot with a student drop off area, and trails and sidewalks that connect the school with Mooreview Parkway, the school playing fields, the future Parks, Recreation, and Community Service (PRCS) playing fields, and Moorefield Station Section 2A.

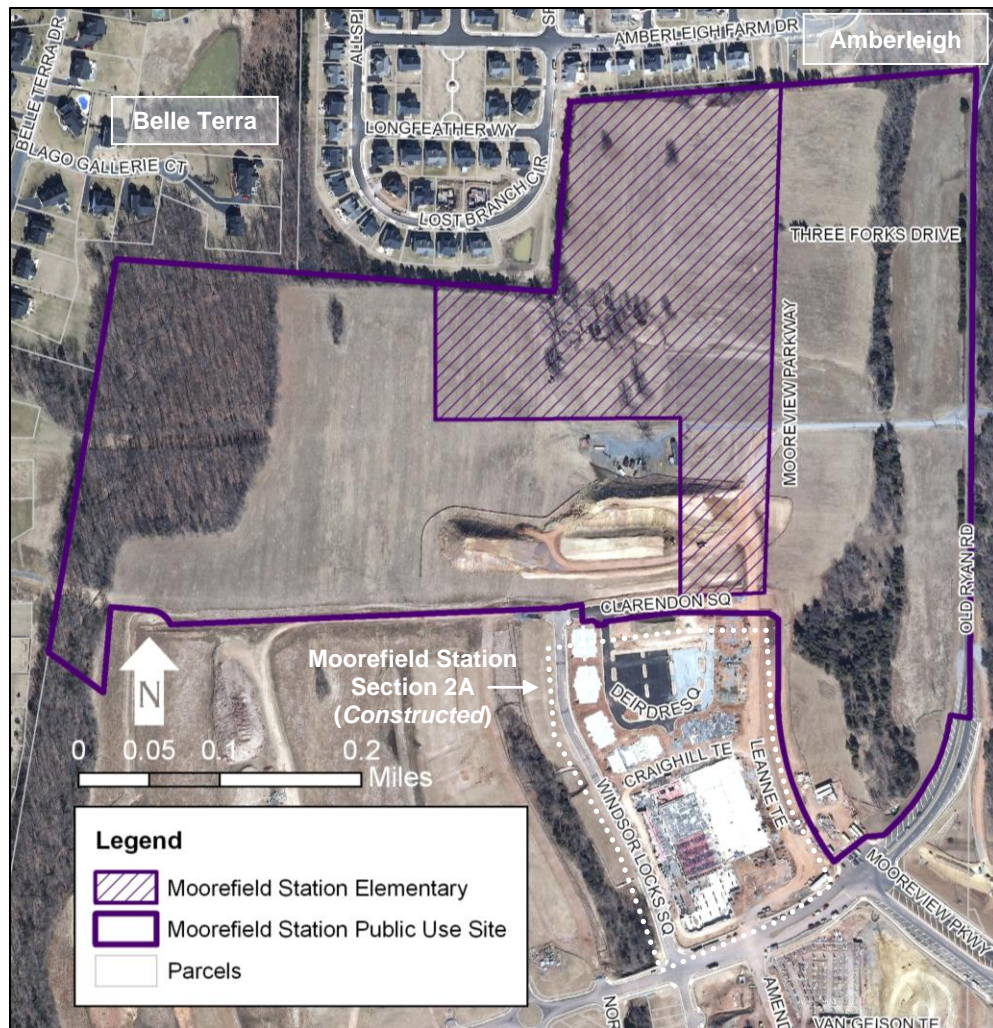


Figure 1: Moorefield Station Elementary School Site and Public Use Site

Transportation

Currently, the public use site has no internal roads. Primary access to the school site will be provided by the completion of Mooreview Parkway north/south through the property. This road, related pedestrian improvements, and stormwater management facilities are to be constructed by others with anticipated completion by the end of 2012. Two streets connecting Mooreview Parkway with Old Ryan Road on an east-west axis,

³ According to a long standing agreement between LCPS and Parks, Recreation, and Community Services (PRCS), playing fields for the elementary school will be open for use by PRCS when not programmed for athletic competition and practice by LCPS.

Three Forks Drive (also known as Charitable Drive and Commerce Street) and Clarendon Square, will also be constructed by others, but at a later date. An internal access road and related pedestrian improvements leading north from Clarendon Square to the school bus loop will be constructed by LCPS. Road improvements are discussed in further detail on Page 20.

Site Conditions

The topography of the special exception area is generally flat. It is predominately an open meadow (Photo 1). A wooded section with old growth deciduous trees is located in the west-central area of the school site (Photo 2). The Applicant proposes to conserve the best of these trees as identified on Sheet 8 of the SPEX plat. Fencerows along the north and west property lines are also wooded. An intermittent drainage runs northwest/southeast across the special exception site.



Photo 1: Looking south from the northern terminus of Mooreview Parkway across the Special Exception Site. Moorefield Station 2A is in the background.



Photo 2: Stand of old growth, deciduous, hardwood trees on the Special Exception Site.

The portion of the public use site between Mooreview Parkway and Old Ryan Road, (east of the school site) is in the minor floodplain. It is permanent open space with a proffered wetland mitigation bank (Figure 2, *Proffer Statement: ZMAP 2001-0003, November 30, 2002, Proffer XI.L., p. 21*). The remainder of the property to the west of the school site will be by-right ball fields operated by PRCS and a by-right recycling center operated by Loudoun County Office of Construction and Waste Management (OCWM).⁴ A stream, wooded wetlands, and minor floodplain are located along the western boundary of the public use site. Two gas lines cross the southern half of the public use site on an east/west axis.

⁴ The Final Development Plan (FDP) for the remainder of the public use site is not part of this application and will be reviewed at a later date.

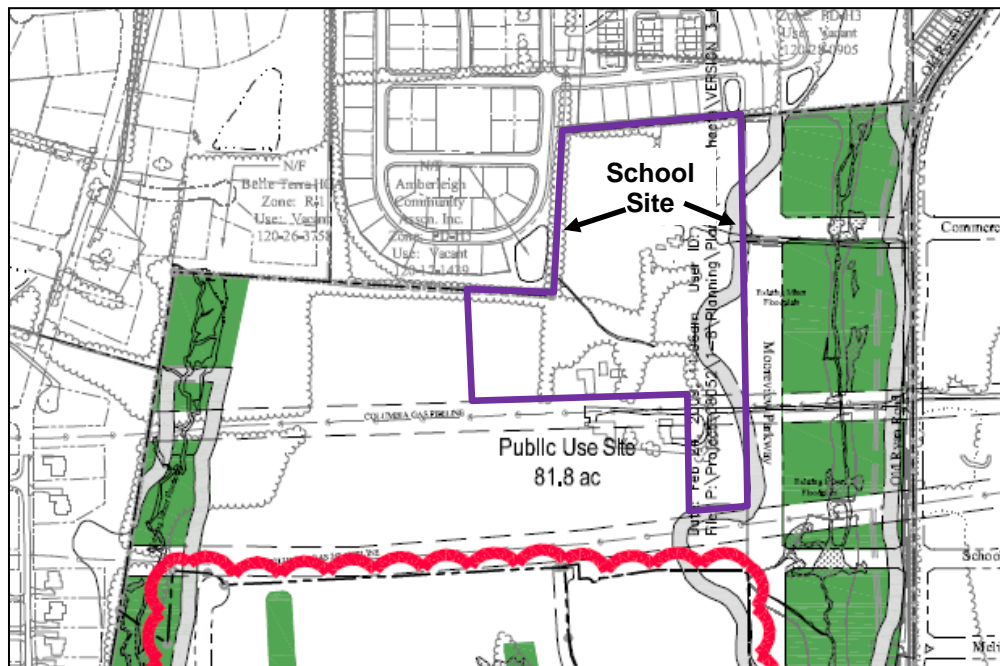


Figure 2: Minor Floodplain (in green) on Public Use Site.

Community Meetings Prior to the Planning Commission Public Hearing

Staff from LCPS conducted a community information meeting at Creighton's Corner Elementary School on December 2, 2010. No members of the public indicated concerns regarding the proposed elementary school use. The public did, however, raise concerns regarding delineation of the attendance area, which is to occur approximately one year prior to school opening, and the CIP process, as well as inquire about park construction.

B. SUMMARY OF OUTSTANDING ISSUES

There are no outstanding issues identified by Staff.

C. OVERALL ANALYSIS

REVISED GENERAL PLAN

Land Use/Location

The proposed elementary school site is located within the Ashburn Community of the Suburban Policy Area. The RGP designates the area as Business. More specifically, it is in the Transit Supportive Area (TSA) of the planned and approved Moorefield Station Transit Oriented Development (TOD). The underlying business land use designation of the TSA is Regional Office. Located between ½ and 1 mile from the proposed rail station, the TSA is to have a density and design that transitions with distance from the TOD's high density urban core to the surrounding, less intensive, suburban development. The TSA should provide a mix of uses that complement and support TOD land uses and be developed based on the Regional Office policies. The RGP identifies educational and institutional uses as complementary to the Regional Office land use mix (*Revised General Plan, Chapter 6: Suburban Policy Area, Transit Oriented*

Development Policies 15-17 and 19; Regional Office, text). As such, an elementary school is an appropriate use in the TSA.

Community Form

The Suburban Area Design Guidelines generally state that the community form should be pedestrian friendly with a mix of uses, including a full complement of public and civic facilities appropriate to the community and open space. Interstitial greenbelts of land uses with an open quality (e.g. schools) should create distinction between communities. Policies specifically related to school sites state that a school should be located at the focus of an attendance area, providing safe and convenient access for students and linked to adjacent neighborhoods with pedestrian connections (*Revised General Plan, Chapter 3: School Policies 4 and Chapter 11: Suburban Community Design Guidelines: Community Form, text*).

The location of ES-16 meets the general Suburban Area Design Guidelines and policies for siting schools. The elementary school use is complementary and central to existing residential neighborhoods to the north, west, and south, as well as a future neighborhood to the east. The open site and accompanying park lands create and connect with an interstitial greenbelt between these neighborhoods. Pedestrian connections are planned between the school and the surrounding neighborhoods and will be discussed in further detail in the Bicycle and Pedestrian Connection section on pages 21 and 22.

Site and Architectural Design

Regional Office development should incorporate conservation design and minimally impact the natural environment and surrounding uses. Furthermore, it should exhibit the highest quality of building and site design following traditional design concepts that address the function of exterior spaces, pedestrian access from adjoining residential areas, architectural cohesiveness, and environmental conservation. The RGP's Public Facilities policies reiterate the importance of high quality architectural design, stating that the location and design of schools are of primary importance since they play a special role in neighborhoods and communities as focal points and social and civic anchors. In Regional Office development, screening and buffering between uses is not necessary unless objectionable views of activities are involved. Otherwise, compatible building scale, landscape treatment, and pedestrian facilities should work to blend, but differentiate, uses and create a unique community (*Revised General Plan, Chapter 3: Public Facilities, text and Chapter 11: Light Industrial and Regional Office Design Guidelines a.*).

The proposed elementary school and site follow conservation design practices, screens dissimilar uses, and blends into the community. The best of an existing stand of old growth deciduous hardwood trees are incorporated into the site design. Trees in the existing fencerows will be maintained and augmented with native species to meet the Type II Buffer Requirements of the Zoning Ordinance. These fencerows serve to screen the neighboring residential development, Amberleigh, from the school building.

At the same time, the proposed school building is compatible in design, scale, and materials with the surrounding community. Renderings depict a high quality architectural design. The proposed two-story school with a reduced footprint of approximately 300 feet by 210 feet and 33 feet in height acknowledges the density and more urban scale of the Moorefield Station TSA. It will be constructed of brick, a high quality building material that is used in developments to the north and south. The elevations are articulated and utilize a variety of window and door openings, preventing flat, uninteresting architecture. The proposed school also has a sustainable design that is energy and water efficient, increases daylighting and views, and reduces construction waste among other features. Therefore, the architectural and site design of the proposed elementary school follow RGP recommendations. Staff recommended design conditions based on these proposals.

Streetscape

The streetscape should be defined by street trees, street lights, and buildings with minimal setbacks. Vistas at the end of a street should terminate with a centrally placed building façade. Larger-scaled, multi-storied buildings should be located along major collector roads. Parking should not be located in front of buildings and instead should be internal to a block (*Revised General Plan, Chapter 11: Light Industrial and Regional Office Design Guidelines b.*).

The relationship between ES-16 and the street largely meets the streetscape guidelines for Regional Office uses. The elementary school is a larger scaled, two-story building sited along Mooreview Parkway, a major collector road, and at the terminating vista of Three Forks Drive. Although the parking lot is not internal to the site, the lot is to the side of the building, rather than the front. The setback is deeper than recommended in the Guidelines. However, the setback, as well as the location of the parking lot, is a result of site constraints including proffered stormwater management facilities along Mooreview Parkway and the necessary bus loop in front of the school. The school's setback is consistent with the openness of the site, which has permanent open space along the east side of Mooreview Parkway and planned playing fields south of the school site. At the same time, street trees planted by both the Applicant and others will help define the parkway and internal roads.

Overall, staff finds that the location and design of the proposed school is in conformance with RGP land use and design policies.

Green Infrastructure

The RGP's Green Infrastructure policies directs the preservation and protection of forest resources and their integration into land development proposals and site design (*Revised General Plan, Chapter 5: Green Infrastructure Policies 1 and 5 and Forest, Trees, and Vegetation Policy 1*). A stand of old growth hardwoods exists on the school site as shown on the Tree Inventory and Conditions Analysis and in Photo 2. The Applicant undertook the Tree Inventory and Conditions Analysis to identify trees most appropriate for conservation and added it to the SPEX plan set as recommended by Staff. Additionally, the Applicant redesigned the site, largely the relocation of a paved

play area, to allow the majority of the best large trees⁵ in the stand to remain. Highest priority for preservation will be given to trees #180, #186, #187, #192, and #195.

To protect additional large white oak trees (#160 and #161) Staff recommended that the Applicant evaluate swapping the locations of the softball and soccer fields on the site. The Applicant took this into consideration and did not incorporate the change because of safety issues and a reduced field and track size. The small soccer field is used most by the elementary school. Moving it would result in the field being largely out of the site line from the school building. Furthermore, trees proposed for conservation would be in the site line for the rectangular field if it were moved. Safety issues are a high priority on school sites, particularly elementary schools. The reduction in playing field size also has implications for PRCS shared use as their fields must be of regulation sizes

The Applicant also made minor revisions to the parking lot to further protect root zones. In addition, the Applicant has agreed to Conditions of Approval that include limiting the percentage of critical root zone covered with impervious surface, the submission of a tree care plan for review and approval to the County Urban Forester at the time of site plan, and flexibility in the arrangement of the proposed softball field, small soccer field, and walking track in case a redesign would result in the preservation of additional trees.

Stormwater Management

The RGP calls for implementation of Low Impact Development (LID) techniques which integrate hydrologically functional designs with existing methods for preventing water pollution. Best Management Practices (BMPs) in conjunction with innovative site designs incorporating LID measures reduce sedimentation and erosion and maintain overall water quality (*Revised General Plan, Chapter 5: Surface Water Policy 5*).

The Applicant states that the stormwater management facility (SWM) depicted on the special exception site will be constructed by others. If it is not complete by the time the school will be opened, then the Applicant will construct the SWM following BMPs. The Applicant has also committed to incorporating LID techniques on site to the extent possible. The exact locations and techniques will be determined upon final engineering of the site plan.

Building Efficiency/LEED

RGP policies state that the County will emphasize its role as a leader, facilitator, and source of information on environmental design options and procedures rather than as a regulator when implementing its program for achieving and sustaining a high quality built environment. The RGP supports building designs that help sustain the natural environment by conserving energy and water and improving air quality. Staff suggests that land use proposals incorporate the Green Building Practices endorsed by the United States Green Building Council's Leadership and Energy and Environmental Design (LEED) program in order to achieve the County's Green Infrastructure Policies

⁵ Large trees are those with a diameter greater than 30 inches.

and planning approaches to water conservation, solid waste management, and air quality.

The Applicant states LCPS includes as a goal for school design, construction, renovation, and operation to meet or exceed the criteria of several nationally recognized programs for measuring energy efficiency, including LEED, Green Globes, CHPS (Collaborative for High Performance Schools), and EPA Energy Star. Furthermore, the LCSB Energy Education team administers a well developed system of monitoring, measurement, and verification of all utility costs which has saved well over \$29 million in energy cost avoidance and over 1 billion pounds of carbon output.

Lighting

Loudoun County policies stress the application of lighting standards which reduce unnecessary light pollution and energy waste while improving nighttime visibility and enhancing public safety. To achieve the land use goals of the RGP, Staff has included a condition of approval which will require the Applicant to install exterior building and parking lot lighting that is directed downward and shielded to reduce glare and light trespass. Parking lot lighting is to be turned off within one hour following the end of evening activities, or by 11 p.m., whichever occurs first.

TRANSPORTATION

Ultimately, access to the proposed Moorefield Station Elementary School will be provided by a future four-lane section of Mooreview Parkway from Old Ryan Road to Croson Lane to be constructed by others. In December 2010, CPAP 2009-0005 was approved for this road section and the expected completion date is no later than the end of 2012. Mooreview Parkway construction includes a 10-foot wide regional trail on the west side, a 5-foot wide sidewalk on the east side, associated crosswalks, and SWM facilities. Construction of Three Forks Drive (originally named Commerce Street and renamed Charitable Street on CPAP 2009-0005) will provide an east-west connection to the school from Old Ryan Road. This street is approved for general grading but road construction is not proposed at this time. Clarendon Square will also be extended to connect Mooreview Parkway with Old Ryan Road at some time in the future.

Two driveways will provide internal access to the school. One driveway at the Mooreview Parkway and Three Forks Drive intersection will lead to the bus loop in front of the school. The second driveway will lead north from Clarendon Square and provide access to the parking lot and bus loop, as well as the by-right recycling center and by-right PRCS park facilities. Both internal access roads will have a sidewalk or shared use trail on one side. The Applicant realigned this road to the west to be 225 feet from the Clarendon Square/Mooreview Parkway intersection to meet VDOT Access Management Corner Clearance requirements.

The proposed elementary school is estimated to generate approximately 361 new weekday morning school peak hour trips, 261 new weekday afternoon school peak hour trips, and 1,298 average weekday daily trips by 2013. A proffered traffic signal at the intersection of Loudoun County Parkway and Mooreview Parkway is warranted under

existing (2010) conditions. It is currently under design with anticipated operation in 2011.

Although it is expected that the entire section of Mooreview Parkway from Old Ryan Road to Croson Lane will be constructed prior to the opening of ES-16, the Applicant analyzed three (3) additional options for school access in the Traffic Impact Study. The Applicant's traffic impact study demonstrates that with all roadway improvements in place, all intersections are expected to operate at an adequate Level of Service (LOS), LOS D or better, during peak hours under current and forecasted 2013 conditions. Neither of the four (4) school access alternatives warrants further mitigation. The 2010 Countywide Transportation Plan (2010 CTP) specifies a LOS D or better as an acceptable level of service.

To ensure that adequate access to the school is in place at the time Moorefield Station Elementary School opens, Staff recommends a condition of approval that one of the four (4) scenarios will be constructed prior to or in conjunction with occupancy of the school. The four scenarios and their LOS include:

1. Mooreview Parkway completed as a four-lane, median divided roadway between Old Ryan Road and Clarendon Square. Access to the school would be via the entrance/exit to Clarendon Square.
2. Mooreview Parkway completed as a four-lane, median divided roadway between Croson Lane and Clarendon Square and Three Forks Drive constructed as a one-way street in the westbound direction. Access to the school would be via the entrance/exit to Mooreview Parkway located opposite Three Forks Drive.
3. Mooreview Parkway completed as a two-lane road between its existing terminus approximately 800 feet south of Croson Lane to the proposed Moorefield Station Elementary School driveway. Access to the school would be via the entrance/exit to Mooreview Parkway located opposite Three Forks Drive. (Three Forks Drive would not be constructed.)
4. Mooreview Parkway completed as a four-lane, median divided roadway between Croson Lane and Old Ryan Road. Access to the school would be via the entrance/exit to Mooreview Parkway located opposite Three Forks Drive and the entrance/exit to Clarendon Square.

Pedestrian and Bicycle Connections

Loudoun County policies support the establishment of an integrated trails and sidewalk system for pedestrians and cyclists in order to provide non-vehicular connections between residential, commercial, educational, and recreational uses. The Bicycle and Pedestrian Mobility Master Plan (Bike/Ped Plan) recommends land development applications provide adequate internal bicycle and pedestrian circulation systems. Specific to public facilities, RGP policies state public schools will provide safe and convenient access for students. Further, schools will be linked to adjacent neighborhoods by sidewalks or trails on both sides of roadways and crosswalks, and

where possible, linked to greenways or trails (*Revised General Plan, Chapter 3: School Policy 5; Bicycle and Pedestrian Mobility Master Plan, Chapter 4, School Access Policies p. 36-37; Revised Countywide Transportation Plan, Chapter 4: Pedestrian and Bicycle Facilities Policies for Roadways 10, 18, and 19*).

The proposed Moorefield Station Elementary School has internal, on-site bicycle and pedestrian facilities with crosswalks. These facilities also connect with a regional shared use trail along Mooreview Parkway, area sidewalks, and trails through the public use site. Pedestrian connections with neighborhoods to the north and south, and in the future to the east will have crosswalks as necessary and constructed by others. The shared use trails, pedestrian sidewalks, and crosswalks are depicted on the Special Exception Plat (Sheet 6). Shared use trails will be 10 feet wide, sidewalks will be a minimum of 5 feet wide, and crosswalks will meet VDOT standards.

To be in conformance with proffered trails within the public use site, the Applicant has added a shared use trail section along the southern gas line that connects the Mooreview Parkway regional trail with the public use site (*Proffer Statement: ZMAP 2001-0003, November 30, 2002, Proffer VI.D., p. 15*). This trail section is part of a larger proffered shared use trail network that will connect the Moorefield Station transit station with the public use site. These trails will be 10 feet wide with 2 foot shoulders, in accordance with AASHTO shared use path standards and the Bike/Ped Plan.

School Walk Zone

Staff requested that the Applicant identify a second pedestrian connection from the Amberleigh residential development to the elementary school in keeping with RGP and Revised CTP policies. This second connection would benefit students living west of the school site, whose route to school without the connection would be along sidewalks on Amberleigh Farm Drive to Mooreview Parkway and the front of the school building.

The Applicant evaluated, but did not incorporate, the provision a second pedestrian access to the site because of security and existing topography issues. Preferably, all persons entering the school would use the same front entrance for security purposes. A steep change in grade along the Amberleigh/public use site property line would require a ramp with switchbacks to make this connection ADA accessible. LCPS staff conferred with the US Access Board who provides guidance on ADA compliance and recommended that all routes to the school be ADA accessible. Constructing such a ramp would require removal of a section of trees that form the buffer along the western property line.

The Applicant has incorporated a short section of trail in the northeast corner of the property connecting the regional trail along Mooreview Parkway at the Amberleigh/Moorefield Elementary School property line to the northern end of the bus loop. This shortcut will decrease the pedestrian route length approximately 200 yards.

PARKS AND RECREATION

The remainder of the proffered 81.9 acre public use site will be a by-right park administered by PRCS, a by-right recycling center operated by OCWM, and open space containing a wetland mitigation bank. Preliminary plans depict soccer fields, a ball diamond, parking lots, picnic and restroom pavilions, and pedestrian trails in the park. Primary access for both community amenities (park and recycling center) will be via an internal road branching from the Moorefield Station Elementary School access road with an entrance/exit on Clarendon Square. Although depicted on the special exception plat, these features are not part of the special exception area and will be approved as part of the Final Development Plan (FDP).

The only comment made by PRCS is that they desire to maintain the longstanding collaboration with LCPS to share playing fields and certain facilities on the elementary school site when not in use by LCPS. As such, PRCS does not have any objection to the proposed elementary school site.

ZONING

The public use site is zoned PD-TRC (Planned Development-Transit Related Center) and is administered under the Revised 1993 Loudoun County Zoning Ordinance. Section 4-1105 of the Zoning Ordinance allows schools by special exception in the PD-TRC District.

Zoning Staff reviewed the applications and recommended revisions to notes, references, and depictions on the Special Exception Plat. The recommended revisions have been satisfactorily addressed by the Applicant. The application is in conformance with PD-TRC District regulations.

FIRE AND RESCUE

Fire and Rescue Staff has no objection to the approval of this application. Moorefield Station 23 is identified as the first responder to the school property.

Per the adopted Board Fire and Rescue Policy, all Applicants are typically asked to provide a one-time monetary contribution to be distributed to the primary volunteer fire and rescue agencies that would respond to emergency situations on the subject property. The County's practice is not to request contributions from publicly funded facilities.

D. ZONING ORDINANCE CRITERIA FOR SPECIAL EXCEPTION APPROVAL

Section 6-1310 of the Revised 1993 Loudoun County Zoning Ordinance states "In considering a special exception application, the following factors shall be given reasonable consideration. The Applicant shall address all the following in its statement of justification or special exception plat unless not applicable, in addition to any other standards imposed by this Ordinance":

Standard (A) *Whether the proposed special exception is consistent with the Comprehensive Plan.*

Analysis As outlined and discussed above in Section C, Overall Analysis, Revised General Plan (RGP) policies identify institutional uses such as public schools as appropriate and compatible uses within the Transit Supportive Area, where located fronting a major connector road and as a terminating vista, and where centrally located to serve Suburban populations.

Standard (B) *Whether the proposed special exception will adequately provide for safety from fire hazards and have effective measures of fire control.*

Analysis The proposed school will be constructed to meet building safety codes, including a sprinkler system. Volunteer fire companies serving the area will provide fire control protection services.

Standard (C) *Whether the level and impact of any noise emanating from the site, including that generated by the proposed use, negatively impacts the uses in the immediate area.*

Analysis Picking up and dropping off children and outside physical education/recess activities will be the primary noise generators related to the elementary school use. There will be no outdoor public address systems associated with the proposed elementary school playing fields. In addition, noise will be generated on the elementary school playing fields during times when not programmed for athletic competition and practice by LCPS as the fields will be open to PRCS.

A playground is located over 150 feet from the nearest residence and playing fields are more than 200 feet away. Additionally, enhanced vegetative screening along the north and west boundaries of the special exception site will provide further buffering of noise associated with the above-mentioned activities. Therefore, noise generated on the site will be minimal and no noise impacts are anticipated.

Standard (D) *Whether the glare or light that may be generated by the proposed use negatively impacts uses in the immediate area.*

Analysis The recommended conditions of approval require the Applicant to install restrictive lighting fixtures to minimize light and glare impacts

in the immediate area. Parking lot lighting is to be turned off within 1 hour of evening activities, or by 11 pm, whichever occurs first.

Standard (E) *Whether the proposed use is compatible with other existing or proposed uses in the neighborhood and adjacent parcels.*

Analysis Existing and future residential developments surround the school site. Institutional uses, such as public schools are appropriate and compatible land uses with the residential developments they serve. Moreover, as discussed in Section C and Standard A the use meets RGP recommendations for the policy area. At the same time, the elementary school campus is largely internal to the public use site and athletic fields, open spaces, and required vegetative screening will buffer the use from the neighboring residential areas. Architectural guidelines will break up large plain facades to reduce the visual effect of the buildings.

Standard (F) *Whether sufficient existing or proposed landscaping, screening, and buffering on the site and in the neighborhood to adequately screen surrounding uses.*

Analysis As noted above, the elementary school building is largely in the center of the 81.9-acre proffered public use site. Athletic fields and permanent open spaces are located south and east of the school respectively. A Type 2 Buffer of existing mature trees augmented with native plantings will provide a vegetative buffer and screening between the school building and residential subdivisions to the north and west. The buffer is described and depicted in detail on Sheet 7 of the Special Exception Plat.

Standard (G) *Whether the proposed special exception will result in the preservation of any topographic or physical, natural, scenic, archaeological or historic feature of significant importance.*

Analysis No topographic or physical, natural, scenic, archeological, or historic features of significant importance has been identified on the Property as confirmed by reports submitted by the Applicant and verified by staff.

Standard (H) *Whether the proposed special exception will damage existing animal habitat, vegetation, water quality (including groundwater) or air quality.*

Analysis The Applicant will retain most of the best trees to preserve in a stand of existing old growth, hardwoods as identified in the Tree Inventory and Condition Analysis. No Endangered and Threatened Species (ETS), rare plant species, or rare plant communities were observed on the Property.

The Virginia Department of Conservation and Recreation (DCR) identified a species of special concern, the Yellow Lamp Mussel, in

the Broad Run-Route 267 stream conservation unit. To minimize potential adverse affects to the resource, DCR recommends implementation of and strict adherence to local erosion control and sediment control/stormwater management laws and regulations. The conditions of approval and local regulations address erosion control and SWM/BMPs/LIDs.

Public water and sanitary sewer will be provided to the site. The recommended conditions of approval require commitments to SWM/BMPs to protect groundwater quality.

Upon conservation of the old growth tree stand and implementation of erosion control and sediment/stormwater management laws and regulations, it is not anticipated that the proposed use will negatively affect natural features, wildlife habitat, vegetation, or air quality.

Standard (I) *Whether the proposed special exception at the specified location will contribute to or promote the welfare or convenience of the public.*

Analysis The RGP identifies public and civic facilities that are complementary to the surrounding uses as appropriate for the TSA. Projected growth in the near future will result in the need for an elementary school in this area of the County by 2013.

The RGP also states that the County will encourage the collocation of County facilities where feasible and where such facilities can function effectively as multi-purpose community facilities (e.g. community meeting space, shared parking, athletic fields, and integrated design). Furthermore, LCPS and PRCS have a long standing relationship to share playing fields on collocated sites.

The proposed elementary school, playing fields, and recycling center will provide public facilities that will contribute to and promote the welfare of existing and future student and residential populations.

Standard (J) *Whether the traffic expected to be generated by the proposed use will be adequately and safely served by roads, pedestrian connections and other transportation services.*

Analysis The Traffic Impact Study demonstrates that the surrounding intersections will operate at an adequate LOS without mitigation when the elementary school opens, granted that planned traffic improvements are completed. OTS Staff and VDOT concur with the study. Pedestrian improvements provide internal and external connectivity and meet RGP and Bike/Ped Plan policies.

- Standard (K) *Whether, in the case of existing structures proposed to be converted to uses requiring a special exception, the structures meet all code requirements of Loudoun County.*
- Analysis Not applicable.
- Standard (L) *Whether the proposed special exception will be served adequately by essential public facilities and services.*
- Analysis The proposed elementary school will be adequately served by Moorefield Station 23 of Loudoun County Fire and Rescue, as well as the Loudoun County Office of the Sherriff. Road access is addressed in Standard J.
- Standard (M) *The effect of the proposed special exception on groundwater supply.*
- Analysis The proposed special exception uses are not anticipated to have an adverse affect on the County's ground water supply. Public water and sanitary sewer service will be provided by Loudoun Water. Stormwater management facilities will be constructed by others using BMP/LID techniques. The Applicant will also implement LID as appropriate to achieve FSM ground water standards. An existing well on the site will be abandoned upon application of a zoning permit within 300 feet of the well per the Moorefield Station Proffer agreement and conditions of approval.
- Standard (N) *Whether the proposed use will affect the structural capacity of the soils.*
- Analysis Compliance with the requirements of the County's Facilities Standards Manual (FSM) at time of site plan review will ensure adequate structural capacity for the proposed uses.
- Standard (O) *Whether the proposed use will negatively impact orderly and safe road development and transportation.*
- Analysis The proposed use will not negatively affect orderly and safe road development and transportation.
- Standard (P) *Whether the proposed special exception use will provide desirable employment and enlarge the tax base by encouraging economic development activities consistent with the Comprehensive Plan.*
- Analysis LCPS estimates that the proposed elementary school will provide approximately 90 jobs. A high quality education system is critical to economic development as it is attractive to businesses and provides an educated workforce to the County.
- Standard (Q) *Whether the proposed special exception considers the needs of agriculture, industry, and businesses in future growth.*

Analysis The proposed elementary school is intended to support existing and future student populations based in the Suburban area of the County and will not adversely affect existing and future growth of agriculture, industry, or businesses. Also, please reference Standard P above.

Standard (R) *Whether adequate on and off-site infrastructure is available.*

Analysis Adequate on and off-site infrastructure, including access from Mooreview Parkway, will be made available prior to occupancy of the proposed elementary school per the Moorefield Station Proffer Agreement.

Standard (S) *Any anticipated odors which may be generated by the uses on site, and which may negatively impact adjacent uses.*

Analysis No odors are anticipated by the development and/or operation of the proposed elementary school.

Standard (T) *Whether the proposed special exception uses sufficient measure to mitigate the impact of construction traffic on existing neighborhoods and school areas.*

Analysis Access should be available via Mooreview Parkway, which will prevent the need to use internal neighborhood streets. If such access is not available, then a condition of a approval is recommended that requires LCPS to coordinate with the contractor to determine the best route to minimize the negative effects of construction traffic.

VI. ATTACHMENTS (UNLESS NOTED OTHERWISE, ATTACHMENTS ARE AVAILABLE ELECTRONICALLY AND MAY BE OBTAINED FROM THE DEPARTMENT OF PLANNING AND/OR LOUDOUN ONLINE LAND APPLICATIONS SYSTEM (LOLA))	PAGE NUMBER
1. Review Agency Comments	
a. Planning, Comprehensive Planning (09-10-10, 01-04-11)	A-1
b. Planning, Community Information and Outreach (09-16-10)	A-5
c. Building and Development, Environmental Review Team (09-10-10, 01-10-11)	A-6
d. Building and Development, Zoning (09-10-10, 01-14-11)	A-13
e. Building and Development, Planning (01-07-11)	A-15
f. Office of Transportation Services (09-16-10, 01-14-11)	A-16
g. Virginia Department of Transportation (09-27-10, 01-24-11)	A-54
h. Parks, Recreation, and Community Services (09-14-10, 01-15-11,)	A-60
i. Office of Capital Construction & Waste Management (09-13-10, 01-11-11,)	A-64
j. Loudoun Water (09-07-10, 01-21-11)	A-66
k. Health Department (08-25-10)	A-68
l. Fire, Rescue, and Emergency Services (09-13-10)	A-69
m. Department of General Services (09-27-10)	A-70
2. Disclosure of Real Parties in Interest (01-20-11)	A-71
3. Applicant's Response to Referral Comments (12-10-10, 02-01-11)	A-97
5. Applicant's Statement of Justification (07-12-10, 01-18-11)	A-113
6. Special Exception Plat (revised 02-01-11)	Follows A-123